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UNCHARTED REEF CAUSES SHIPWRECK

American Ship "Spartan" Coal Laden From Newcastle Drags her Anchor and Strikes Hidden Reef Off Spreckelsville.

WAS THE BRIDAL TRIP FOR CAPTAIN.

Spars, Rigging and Ship's Papers all Saved.—Cargo Bought But Ship Will Probably Beat to Pieces.—Story of Hoodoo Trip from Newcastle.

An uncharted coral reef opposite Spreckelsville was the cause last Saturday of the American ship "Spartan" failing to reach her port of destination. Captain Flynn was entirely dependent upon a chart, which, while the latest published, fails to show a coral reef or chain of reefs on the windward coast of Maui, and as a consequence is today without a ship. The trip was apparently a hoodoo one from the time the ship left Newcastle bound for Kaanapali, and what makes the trip doubly regrettable was the fact that just three days before sailing, Captain Flynn took unto himself a wife and she was accompanying her lord and master in his initial trip to the Hawaiian Islands.

After rounding Hana point the pilot signal was displayed and immediately after finding that the ship was in shallow water the distress signal was raised. The Maui which was just going out stood by waiting, as Captain Parker says, for a call for assistance from Captain Flynn, but as Captain Parker claims he saw no distress signal he naturally supposed the ship was riding at a safe anchorage, otherwise some signal asking for assistance would have been displayed. The Fearless was wired for and arrived early Sunday morning, but after working for a matter of half a day or more returned to Honolulu. The Leslie Baldwin also stood by and rendered such assistance as was possible.

The following account taken from mate Barmann's log will give an idea of the trip from the time of leaving Newcastle:

The ship "Spartan" left Newcastle on the 13th day of June, 1905, at about 6 p. m. and proceeded to sea in tow of a tug whose name I have forgotten. We got outside the harbor of Newcastle, made all available sails under a stiff westerly breeze, and steering in an easterly course soon encountered severe weather (i. e. strong breezes and heavy seas) which continued until we had passed the northern end of New Zealand, the ship having rather rough weather of it between Australia and New Zealand. Now the weather moderated some and we commenced to clean ship by degrees (i. e. tarring down the mizen, cleaning paintwork, etc.) we had of course figured on going as far east as the island of Tahiti but the wind coming in from the northward of east we were obliged to make the best course possible under circumstances, making it impossible for us to weather Christmas island which we had to keep off till at say 3 a. m. on July 21st; from thence to July 23rd we had calms and variable winds.

On July 23rd at about 11 p. m. in my watch on deck the fore top sail tie carried away bringing down the fore lower yard which landed on the fore yard and staid there. The upper yard by the way breaking about half way between the center and starboard yardarm, but everything held and no one was hurt. We secured the yards for the night there being no moonlight and therefore impossible to do much at the time. In the morning we sent down the yards I taking charge forward and the captain in charge of the starboard watch aft; sending down the "Crossjack" yard with a view to using same for an upper fore top sail yard. All hands being on deck from early daylight

until late in the evening. On July 24th the carpenter was busy fitting the crossjack yard for an upper fore top sail yard. On the 25th July we sent up the fore upper yard and secured same. On July 25th we set the watches as usual as the men were getting rather tired. The port watch fitted the lower yard with the help of the carpenter during the forenoon of 26th of July. At noon of the same day we sent the lower yard aloft and secured same on the mizen lower topsail "Standard," the fore top sail standard having been broken by the fall of the fore upper, on to the lower fore top sail yard. At 4 p. m. I bent the fore lower top sail and set it, and at 5 p. m. I bent the upper top sail, and bent and set same. Now we were fixed and proceeding on our course again. I may here remark that all the men conducted themselves in a very orderly and proper manner, during the whole of the time from leaving Australia until our arrival and landing at this port. From the above mentioned accident until our arrival off the Isle of Hawaii when we tried to beat through the Alanihiha Channel when off Kawaihae Harbor the Captain drew my attention to a windog at the head of the valley formed by the spur running out from Mouna Kea and sending on one side in Upolu point and on the other in Keahole point I told the captain that it was a wind dog and before he had time to give me any orders the squall came down on us.

We lost a few sails, but we had plenty of others to replace the lost ones, which we did. The captain now made up his mind to keep off and stand to the westward of Oahu island which we accordingly did.

On August 10, at 6 p. m. Kaena Point, on the island of Oahu, hove about east, true distance, about sixteen or seventeen miles. From thence we proceeded to the northward by the wind to lat. about 29 deg. 34 min. north, or say, 159 deg. W., where we wore ship and headed to the southeast, ship and crew being in first-class condition right along. No incident happened from the time we wore ship until we struck what I am pretty certain is an uncharted reef. We arrived off the coast of Maui about midnight on the 18th of July, in say longitude between 156 deg. 15 min. and 156 deg. 20 min. and latitude about 20 deg. 25 min. and 20 deg. 20 min. north, and from thence sailed seven miles S. S. E. mag. At 1:30 a. m. or thereabouts we hove to waiting for daylight. At 4 p. m. I was on deck with my watch, the captain being in attendance and on deck all night. At daylight we squared away and I put the port anchor on the rail ready to let go, the starboard anchor having been put over the night before. We now got the deep sea lead up and commenced to sound, obtaining no bottom for two or three casts, hoving to, sometimes on the port and sometimes on the starboard tack. The first bottom obtained was about 85 or 90 fathoms sandy bottom. This was according to bearings somewhere to the northeast of Spreckelsville, at about 10 a. m. After having shortened sails and prepared to come to an anchor as per rule and precedent, we had soundings in forty-five fathoms same bottom. At about 10:25 a. m. we had thirty fathoms and no difference in the bottom. Three or four minutes

SYNDICATE GETS NIAGARA PLANT.

NEW YORK, August 10.—Joseph G. Robin, president of the Bank of Discount and Washington Savings Bank of this city, announced to-day that he had sold control of the Niagara, Lockport and Ontario Power Company and of its holding company, the Iroquois Construction Company, to a syndicate headed by the Westinghouse interests and John J. Albright of Buffalo.

The purchasing syndicate, he said, represents a combination of Westinghouse, Albright and the New York Central interests, together with those of Horace G. Andrews of Cleveland, O.

The Niagara, Lockport and Ontario Power Company was organized in 1894, with a capital of \$10,000,000 to develop the 200,000 horsepower at Niagara Falls.

The compensation received by the retiring syndicate is not made public, but it is understood that Robin, who was organizer of the enterprise and who has financed it, receives a profit of about \$500,000, and Cassius M. Wicker, Robin's close associate, receives about \$250,000.

PLAN BIG PIER INTO THE LAKE

CHICAGO, Aug. 10.—A proposition for building a promenade pier into the lake at the foot of Thirty-first street for a distance of nearly a mile is under consideration. City officials have protested vigorously against the construction of this pier, the plans for which contemplate an enormous structure of steel 4000 feet long, from 60 to 300 feet wide, rising twenty feet above the surface of the water, and adorned at the end with a crystal palace containing a ballroom for 500 people, a theater seating 3000, a cafe, yacht club and observatory.

Lieutenant-Colonel W. H. Bixby, Government engineer, has forwarded his report to the Secretary of war, but he refused to say today what recommendations he had made. Upon the Secretary of War rests the construction of this pier.

For the accommodation of people that do not care to walk the length of the pier electric carriages will be provided under the dock and will convey passengers from the entrance to the end of the pier in less than two minutes.

after that I got the order to let go the port anchor which I did on the instant, paying 55 fathoms of chain. We now sounded and got about five fathoms forward, and half four aft. The captain at once made signals for assistance, (C. E.) The ship had not struck bottom yet. The steamer "Maui" now came out of port and passed close by us, say quarter of a mile off, but offered no assistance, and never spoke us, our signals flying all the time. After the Maui passed us the ship struck bottom two or three times slightly. I kept sounding the pumps right along at short intervals, sometimes sending a reliable man to do so, and sometimes doing it myself.

The ship made no water before 1 p. m. We now, that is, after consulting the captain, hove in some chain to get the ship into a little deeper water, the port anchor holding good. But while I with some three or four of the crew were on the fore furling, the second mate and four or five of the others were on the main doing the same. The ship commenced to drag the anchor. The same was brought to my notice at once while I was on the foreyard furling the foresail. From the foreyard to the deck is only a step for me. The captain and carpenter were on hand and

(Continued on page 2)

PRESIDENT ROOSEVELT DEALING WITH CZAR

The 'Compromise Proposition Refused By Russia—British Steamer Sinks Japanese Transport--160 Wounded Soldiers Drown.

JOHN GIBB IS FOUND DEAD.

Governor Declares There Will Be No Changes—And No Resignations Asked—Ensign Made Responsible For Bennington Disaster.

Sugar 96 deg. test., 4.00 Beets, 9s. 24d.

NAGASAKI, Aug. 25.—The British steamer Baralong collided with and sunk the Japanese transport Kinjiro Maru. 160 wounded soldiers were drowned.

PORTSMOUTH, Aug. 25.—Russia is opposed to the compromise proposition. President Roosevelt is now dealing direct with the Czar.

MANILA, Aug. 25.—There is a sporadic outbreak of cholera in the city.

NEW ORLEAN, Aug. 25.—Yellow fever in the city is partly in control.

HONOLULU, Aug. 25.—John Gibb was found drowned. It is probably suicide.

SAN FRANCISCO, Aug. 24.—Governor Carter in an interview declares no changes will be made in the territorial government. No resignations will be demanded, and declares himself responsible for the recent troubles, and will work harmoniously with his official family. He said "I am a changed man."

PORTSMOUTH, N. H., Aug. 24.—Japan demands sixty million dollars as the purchase price of the northern half of Saghalien island. Russia positively refuses to pay and the outlook for peace is less hopeful.

OYSTER BAY, August 23.—E. H. Conger, Ambassador to Mexico, has resigned.

MONTREAL, Aug. 23.—The squadron commanded by Prince Louis of Battenberg has arrived.

CHRISTIANIA, Aug. 23.—The Storting has voted to open dissolution negotiations.

LONDON, Aug. 23.—Peace is possible on the basis of Russia paying an indemnity under the guise of recompense to Japan for maintaining prisoners; also by purchasing the northern half of Saghalien, Japan on her side abandoning her claims for the interned ships and for the limitation of Russian naval forces in the East.

PORTSMOUTH, August 23.—President Roosevelt has suggested that Russia purchase title to Saghalien, the amount agreed upon partly compensating Japan for the expenses of the war. The Japanese envoys are favorable and the prospects of peace are brighter.

ST. PETERSBURG, Russia, Aug. 23.—American Ambassador Meyer held a long conference with the Czar today regarding the plans for peace. The conference was held immediately following the receipt of a long message from Roosevelt.

PEKIN, China, Aug. 23.—A Buddhist mob has attacked the Catholic Missions in Yenan Province, killing a score of French priests. The French Minister has filed a protest with the Chinese Government.

PORTSMOUTH, N. H., Aug. 23.—Two sessions of the Peace Commission were held to-day at which two protocols were signed and adjournment was taken till Saturday. There is a possibility of a favorable consideration of President Roosevelt's compromise.

WASHINGTON, August 22.—The findings of the Bennington Commission are that Ensign Wade was negligent of his duty. A court-martial is recommended.

OYSTER BAY, August 22.—The President is hopeful of peace. The powers are exerting pressure on the Czar to stop the war.

ST. PETERSBURG, August 22.—Envoy de Witte has been instructed not to concede Saghalien island or an indemnity.

PORTSMOUTH, August 22.—The powers are pessimistic and unyielding.

LONDON, August 22.—The Earl of Romney is dead.

Charles Marsham, 4th Earl of Romney, was born at Boxley House, March 7th, 1841, the son of the third Earl of Romney and Margaret, daughter of the 4th Duke of Buccleugh. He succeeded to the title in 1874. He was a large land owner and noted for his interest in scientific subjects.

JOLO, August 22.—Secretary Taft's party was elaborately entertained here. The Sultan offered himself in marriage to Miss Roosevelt.

LONDON, August 21.—The British Foreign Office does not believe that Japan will modify its terms.

SAN FRANCISCO, August 21.—Governor Carter of Hawaii is here and will sail for Honolulu on the Mongolia Saturday, to resume his duties.

SAN FRANCISCO, August 21.—The old Oceanic liner Australia, which was captured yesterday by the Japanese, left San Francisco May 24th with contraband goods for the Russians.